

Master Plan for Hingham Harbor

Town of Hingham, Massachusetts

Harbor Development Committee

Funding provided by the:
Community Preservation Committee



Whitney Wharf Park & Town Pier

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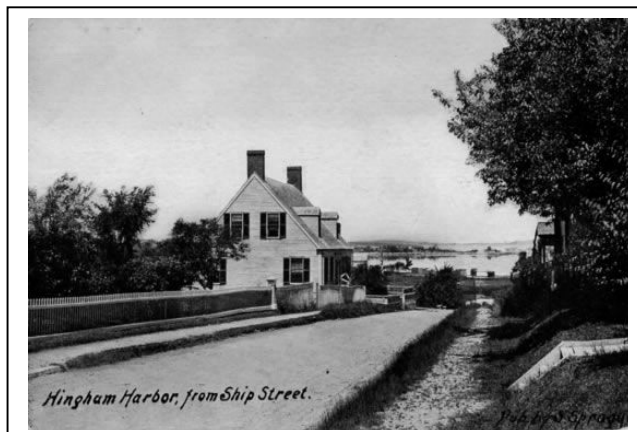
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1. Introduction

1.1 Executive Summary

This master plan report is proposed by the Hingham Harbor Development Committee and represents an important first step towards identifying the future public uses of this vital Town resource. The goal of this report is to better understand the needs of the Town as it pertains to the harborfront lands. The plan has taken the needs of the Town into account through numerous open public meetings and community workshops held by the Harbor Development Committee over a period of nine-months. Additional report information was collected through more focused discussions and meetings with related Town agencies and committees. The Hingham Community Preservation Committee provided the funding of the master plan in 2006.

Although this is a harbor area master plan, the goals of the study and report are land-oriented. Future expansions to the master plan report for the waterside issues of Hingham Harbor will address mooring and slip density, potential for additional slips and moorings, seawall repairs, a revised dredging plan (necessary for continued access), and other related maritime issues.

The master plan initiative and goals include the following:

1. Creation of contiguous, safe, attractive, and universally accessible pedestrian access along the harbor.
2. Increased mixture of public recreational opportunities.
3. Visionary planning for future harbor area land uses and improvements.
4. Identifying selected projects for near-term (5-15 years) implementation.



Town of Hingham, Massachusetts (Harbor Study Area Boxed in Red)

1.2 Harbor Area Existing Conditions

The Town of Hingham is approximately 15 miles south of Boston and includes 21 miles of shoreline. Hingham Harbor is located in Hingham Bay, north of Hingham Center and east of Weymouth Back River. The harbor is currently used principally for recreational purposes and is enjoyed by boaters, bathers, beach walkers and visitors to the waterfront.

The study area extends approximately three-quarters of a mile from east to west along the southerly shoreline of Hingham Harbor and includes a mixture of Town-owned properties and privately held properties with active commercial establishments. State highway Route 3A and heavily traveled Summer Street define the southern boundary of the study area. Commercial businesses remain along the harbor and provide a mix of offices, marine services and automotive repair/gasoline sales.

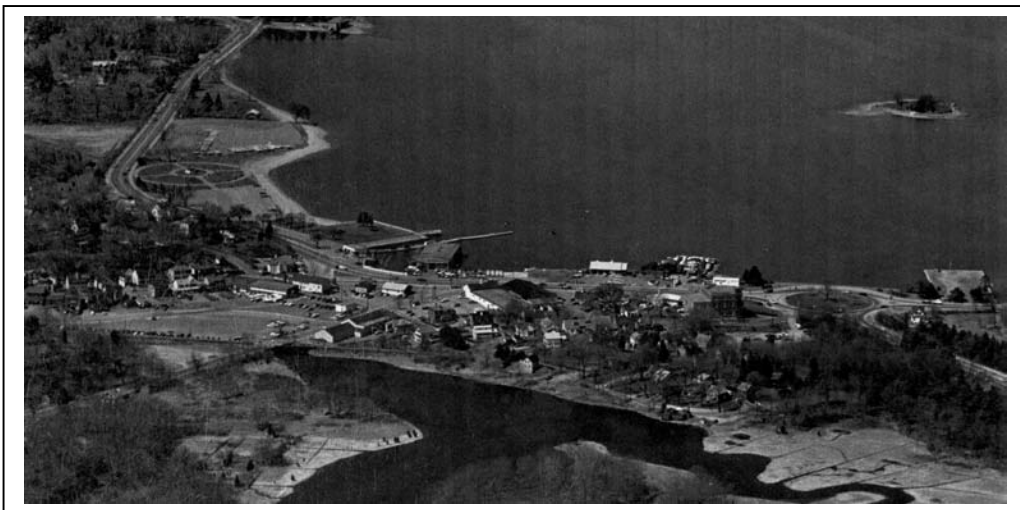
The Town-owned lands include the bathing beach and picnic grove, bandstand, "Iron Horse" Park, Town Pier, Whitney Wharf Park, P.O.W./M.I.A. memorial, Barnes Wharf/Lincoln Maritime Center, and Steamboat Wharf. The Commonwealth of Massachusetts controls the land at the rotary and Route 3A. The Trustees of the Bathing Beach control the westernmost portion of the harbor study area and Grove.

1.3 Brief History of the Harbor

Evidence exists of native Massachusetts Indians inhabiting the harbor area prior to the arrival of the first Europeans in 1633. The English settlers who established the Town near the present day study area along North Street originally named the harbor "Bare Cove."

Commercial fishing and regional transportation played an important role in establishing Hingham Harbor as a port of trade in the years between 1750 and 1850. Many businesses were established along the waterfront; and this commercial activity transformed the harbor from its natural shoreline condition to a mixture of man-made quays and "finger" piers, some of which are still in evidence today.

Steam-powered boats in the 1800s and early 1900s provided regular passenger service to Boston from Hingham Harbor. Commercial fishing and passenger ferry service declined partly due to the arrival of regularly scheduled passenger and freight train service in 1849. The increased use of motorcars in the 20th century led to the construction of highways and other related automotive businesses along the harbor that continue to this day.



Hingham Harbor (1975)

1.4 Hingham Harbor Development Committee

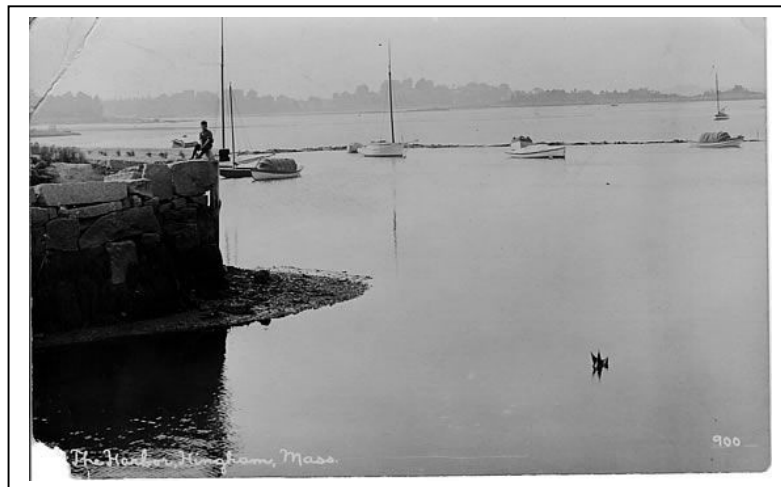
Originally formed in 1957 as the Dredging Committee, the Harbor Development Committee (HDC) was established in 1971 by Town Meeting Warrant Article as an advisory committee to the Selectmen with a mandate to “coordinate the planning and development of the tidal water areas within the Town borders.” In addition to this master plan report and ongoing dredging related activities, the committee has been instrumental in the restoration of Whitney Wharf into a public park, the preservation of access to the Bouve property within the new Shipyard development, and working with the Commonwealth of Massachusetts Public Access Board to improve conditions at the Town boat launching ramp. Public meetings are held on the second Wednesday of each month at Hingham Town Hall.

List of Harbor Development Committee Members (2006-2007):

- James Doyle
- David Beal
- Warren Nottleson
- Nicholas Amdur
- Richard Callahan
- Gregory Synnott
- William S. English, Jr.
- John Souther – Harbormaster, Ex-officio Member

List of Master Plan Sub-Committee Members:

- Nicholas Amdur
- William S. English, Jr.
- Valerie Talmage – Hingham Community Preservation Committee
- Thomas Maloney – Hingham Community Preservation Committee



Hingham Harbor (c.1920)

2. Master Plan for Hingham Harbor

2.1 Planning Approach

The goal of the process is to represent a balanced planning approach that includes contributions and conclusions added through public participation from citizens at open meetings and focused interviews with Town departments and committees. The master plan seeks to identify opportunities for future implementation of the proposed improvements recommended in the following report and illustrations.

Consensus building for the report scope and recommendations were established in the regularly scheduled Harbor Development Committee meetings between October 2006 and April 2007. Detailed specifics of the report and master plan were refined in subcommittee meetings with key members of the consultant team, Harbor Development Committee and Community Preservation Committee. The consultant team led by Marc Mazzaelli Associates, Landscape Architecture and Planning of Cambridge, MA provided the design and visionary idea contributions. A list of the departments and committees interviewed as well as the subcommittee members and consultant team is included in the Appendix section of the report.

2.2 Public Participation and Interviews

Public involvement in the formation of the master plan is crucial to the successful development and outcome of the report and recommendations. Hingham harbor includes many stakeholders and associated groups interested in the development of the harbor area. Working with the community, the Harbor Development Committee in addition to their regularly scheduled monthly meetings, advertised and hosted an open public harbor walk as well as a separate idea workshop held at Town Hall to solicit comments from the citizenry of Hingham.

The harbor walk and idea workshop greatly benefited the study process and provided an important basis towards the decision-making and the recommendations outlined. The harbor walk was held on Saturday, October 14th and was attended by approximately 20 people. The subsequent idea workshop was held at Town Hall and attracted an audience of 35 persons. The harbor walk and idea workshop's recorded comments are summarized in the Appendix section of the report. A list of the departments and committees interviewed is also included in the Appendix section of this report.

2.3 Precedents for Harbor Master Plan

The planning approach for the Master Plan of Hingham Harbor is customized to the specific requirements dictated by the geopolitical history of the harbor area site. Because no two harbors exist in the same physical composition and scale, the findings for Hingham harbor will be inherently unique and one of a kind. Nevertheless, some noteworthy precedents for elements of this harbor master plan are found in the New England waterfront designs of Boston, Gloucester and Newburyport, MA. Additional recent and related waterfront park designs precedents exists in Bristol, RI, and New London, CT.

The park improvements to Whitney Wharf in Hingham Harbor, completed in 2004, come closest to a real precedent for the master plan. Whitney Wharf demonstrates the finished appearance what an improved parcel of public land along Hingham harbor can look like. The palette of surfacing materials (lawns, granite stone, brick and stonedust walks) and site furnishings (benches and light posts) used in the park design is likely to be replicated on other future improvements.

2.4 Master Plan Recommendations and List of Study Areas

The master plan recommendations are outlined in this section. The fold out illustrative master plan shown represents the proposals described for the separate harbor areas. The plan shows proposals for improvements deemed attainable in a 5 to 15 year planning and construction period (c.2008-c.2023). Longer range and more visionary improvements are described and shown in section 2.18. Perspective views of proposed master plan elements illustrate the finished appearances of selected locations. The perspective images are incorporated with the related report sections and can also be found in the appendix section.

In most all areas of the harborfront, the public expressed the need for public restrooms, and accessible, safe and attractive walks with sitting opportunities. Additionally, the issue of Canada geese droppings was raised as a significant detriment to the enjoyment of the lawn areas along the harbor. The master plan and report seeks to address those issues and expand upon themes of public safety, accessibility and overall attractiveness for the harbor front lands.

In order to better explain the overall harbor plan, separate sub-areas have been identified for detailed analysis. Each sub-area section will have a description of existing conditions, an assessment of the parcel and proposed recommendations for improvements. The proposed improvements have been divided into short-term (5-15 years) and long-term (15-50 years) recommendations.

For the purposes of the master plan, thirteen sub-areas have been identified and are as follows:

1. The Grove
2. Trustees of the Bathing Beach
3. Bandstand Lawn
4. Boat Launch Area and Town Beach
5. Iron Horse Park
6. Town Pier
7. Marine Commercial Property
8. Whitney Wharf Park & Bridge Connection
9. POW/MIA Memorial
10. Harborside Commercial Properties along Route 3A – Gas Station, Hastings Wharf, Lucas Property
11. Route 3A, the Rotary and Summer Street
12. Barnes Wharf
13. Steamboat Wharf

2.5 The Grove – Trustees of the Bathing Beach

Existing Conditions:

“The Grove” is a passive recreational property controlled by the Trustees of the Bathing Beach. It is approximately 1.75 acres in size. This park-like parcel, though not formally recognized as “the Grove,” is named as such for the purposes of this report. The Grove, which abuts the northern edge of the Trustees parking lot, consists primarily of lawn areas and mature trees of varying types. The site slopes upward approximately 20 feet from the beach side to its narrowest point along Route 3A. The Grove contains five wooden benches and a picnic table for seating. The bathing beach bathhouse is located along the southern edge of the grove space and is operated by the Trustees of the Bathing Beach. The site is not illuminated.

Assessment:

The Grove offers excellent opportunities for passive recreation and picnicking. Expansive views of the harbor are obtained from the elevated portion of the site. The trees are generally mature and in good health. The maintenance of the lawn areas is under the direction of the Town of Hingham Department of Public Works (DPW). Access to the park is limited to perimeter walkways along Route 3A and the northern edge of the Bathing Beach parking lot. Universal accessibility is not provided for within the park area. Seating opportunities within the Grove are limited to five wooden benches dispersed across the park. The entire Grove area is subject to a multitude of Canada goose droppings that limit use and enjoyment of the park area. The bathhouse, with restrooms, is open only when the beach is staffed with lifeguards when the harbor high tides are sufficient for swimming.

Proposal:

The recommendation of this report is to retain the essential character of the space.

Short-term improvements to the Grove include:

1. Provision of universally accessible pedestrian walkway surfaces. (Asphalt or stonedust)
2. Signage and other humane eradication techniques to address the Canada geese droppings issue, including but not limited to:
 - Signage discouraging the feeding of birds.
 - “Scarecrow” (silhouette predator) dispersal techniques.
 - Organic chemical dispersal techniques with turf grass repellants.
 - Eradication through human intervention noisemaking scare techniques and nest-egg destruction with US Fish and Wildlife permission.
3. Provide increased access to bathhouse restrooms for non-swimmers, picnickers, and off-season visitors.

Long-term improvements include:

1. Tree and site furnishing standards.
2. Selective clearing of invasive and volunteer vegetation along the top of slope to open up harbor vistas (with permission of Conservation Commission).



The Grove



Harbor View from Grove

2.6 Trustees of the Bathing Beach

Existing Conditions:

The Trustees of the Bathing Beach are responsible for the operation of the northern 1/3 stretch of beach, bathhouse, picnic grove (the Grove as described above), and adjacent asphalt parking lot (see plan enlargement). For the purposes of this report, the bathing beach site area also includes the asphalt parking lot that serves the northernmost portion of the beach and the bathhouse. The Trustees of the Bathing Beach area extends approximately 300 feet in length and at high tide consists of roughly 1/2 acre of active and passive recreational space. The remaining beach sections - middle 1/3 of beach abutting a grassy area containing the bandstand, and the southernmost 1/3 of the beach abutting another asphalt parking lot are controlled by through Town Selectmen's office.

The parking lot, which directly abuts the northernmost stretch of beach controlled by the Trustees, is un-striped, and measures approximately 1.75 acres. Because the parking lot is un-striped, it is unknown exactly how many cars it can safely accommodate. It is estimated that the parking lot can accommodate approximately 100 to 150 cars. On Saturdays between May 30 and October 31, a farmers market operates in the southeastern corner of the parking lot (It has also operated in the northwestern part of the parking lot in close proximity to the entrance along Route 3A as shown in the plans). During the summer, the Rotary Club and other organizations use the area for one-day events (Crafts Fair, Touch-a-Truck, etc.). The beach also serves as a launching area for kayaks.

During the winter months, the Town deposits excess off-site snow in the parking lot for melting. The melted snow is directed toward a drainage swale at the western edge of the parking lot nearest to Route 3A. The Hingham Police and Fire departments reserve a 100' x 100' area of the parking lot as a designated location for emergency helicopter landings.



Bathing Beach Parking & Bathhouse (2006)



Farmer's Market (Edinburgh)

Assessment:

There is insufficient water for swimming at low tides, but the beach continues to be used for sunbathing and recreation purposes. According to the Trustees of the Bathing Beach and DPW, sand erodes from the beach to the extent that an annual re-nourishment is required. The present condition of the parking lot edges immediately abutting the beach is unsafe due to the lack of curbing or edge restraints. The absence of any physical barriers severely compromises the public safety of this recreational resource. Without a curb or wheel stops, trucks and cars could potentially injure or kill bathers. The concrete block bathhouse (c.1962) exhibits signs of age and will require updates including the installation of hot water for showering.

2.6 Trustees of the Bathing Beach

Proposal:

Short-term improvements for the Trustee of the Bathing Beach harbor-front section include:

1. A universally accessible walkway along the Town bathing beach and beach access areas. The proposed walkway would extend from the bathhouse along the bathing beach, continue alongside the grass/bandstand area and conclude at the boat ramp, a distance of approximately 1,000 feet. The intent of the proposed improvement is to increase overall public safety, ensure universal accessibility and improve the attractiveness of the area. As proposed, the walkway is to be constructed of durable materials to withstand periodic severe coastal storms. Swimmers, kayakers and beach walkers would still have direct access at all points, their personal safety enhanced by the walkway, which would provide a barrier to vehicles. The proposed surface materials of the walkway are a combination of concrete and planking to allow for durability and ease of maintenance. As part of the proposed walkway, two pavilions are suggested to provide shaded seating opportunities along the walk. Other site furnishings include freestanding and integral benches, trash receptacles, signage, and lighting.
2. Beach sand re-nourishment.
3. Planting improvements to the snowmelt drainage swale to increase the filtering capabilities of the system.

Long-term improvements include:

1. Bathhouse renovations and improvements not limited to the addition of food concessions and longer hours of use for the public restrooms.
2. Removal of snow dumping practices offsite to another less environmentally sensitive location.
3. Upgrades and expansion of the farmers market area, not limited to signage and or line striping.
4. Lighting improvements for increased security at the bathhouse and safety in the parking lot.
5. Parking lot resurfacing, striping and tree planting for shade relief and attractiveness.
6. Information/interpretive element(s) associated with the bathhouse improvements.



2.7 Bandstand Lawn

Existing Conditions:

The bandstand lawn area property is owned by the Town of Hingham and controlled by the Selectmen's office. The bandstand lawn comprises an area of approximately 2.5 acres. The area is gently graded with slopes of less than 3%. It is composed primarily of a lawn area, with a mixture of deciduous and evergreen trees that were informally planted over the years.

Assessment:

In 2006, the engineering firm of Gale Associates prepared an assessment of the bandstand and recommended structural and accessibility improvements. Upon review of the engineering report, the DPW proposed a total replacement of the bandstand structure. As part of the bandstand replacement proposal, this report suggests pedestrian walkway improvements for increased access and enjoyment of the bandstand amenity. The bandstand lawn area is also subject to Canada goose droppings that contribute to limited human use of the area.

Proposal:

(In addition to the improvements recommended as part of the Gale Associates report)

Short-term improvements for the bandstand lawn area include:

1. Addition of universally accessible stonedust or asphalt walks to the bandstand.
2. Planting of evergreen trees for backdrop and visual and noise attenuation screening along Route 3A.
3. Signage and other humane eradication techniques to address the Canada geese droppings issue at lawn areas (see section 2.5).
4. Creation of a play area with non-structured climbing and creative recreational opportunities. Play area proposed at northeast corner of lawn close the bathing beach with parking lot access.

Long-term improvements include:

1. Selective editing and planting of trees in coordination with the Hingham Beautification Committee.



The Bandstand (2006)



Harbor view from the Bandstand

2.8 Boat Launch Area and Town Beach

Existing Conditions:

The Town-owned boat launch area consists of a concrete ramp and a pre-cast concrete “Jersey barrier” side restraints for water access, and an asphalt parking lot measuring approximately 1.25 acres. The asphalt parking lot is striped and has capacity for 87 cars and 31 boat trailers. A mix of mature trees are planted along Route 3A.

Assessment:

The unrestrained parking lot edge condition along the bathing beach is unsafe (see Trustees of the Bathing Beach text in Section 2.6). The lack of curbing, bollards or wheel stops along the parking lot edge of the bathing beach is a significant public safety concern. This report recommends installation of edge restraints to prevent vehicular access to the bathing beach recreational feature. During the public participation of the master plan, a new and improved boat launch ramp was discussed as an important future improvement along the harbor. The Commonwealth of Massachusetts has determined that the boat ramp is in good condition, and is not currently (2007) eligible for replacement or improvement funding. A key problem with the current ramp configuration is the interruption of boat launching and hauling during low-tide conditions (roughly two hours a day). In 2007, funding for the design of floating docks by Vine Associates of Hingham was authorized by the Massachusetts Department of Fisheries and Game – Fishing and Boating Access Board to explore options for increased access.

Proposal:

Short-term improvements to the boat ramp area include:

1. Installation of textured crosswalk paving (flush set cobblestones) at the top of the boat launch ramp for increased pedestrian safety. The design intent of the textured paving is that it will contrast with the surrounding smooth surfaces of asphalt and concrete to provide a tactile and audible differentiation of surfacing that will heighten the awareness of potential pedestrian and vehicular crossings.

Long-term improvements include:

1. Reconfiguration and re-striping of asphalt parking lot.
2. Installation of a new boat ramp reoriented to allow for all-tide launch capability.
3. Study of feasibility of stone groin extension at boat ramp to mitigate silting from adjacent bathing beach.
4. Consideration of a “satellite” Harbormaster’s facility location.



2.9 "Iron Horse" Park

Existing Conditions:

"Iron Horse Park" is a passive recreational property approximately 1 acre in size, owned by the Town of Hingham. The park consists primarily of grass surfacing with asphalt and crushed stone walks. An equestrian statue of a heroic figure named "Victory" sits atop a grassy knoll with a flagpole. The statue is surrounded by a mixture of evergreen trees, and is the park's main distinguishing feature. A memorial stone dedicated to the soldiers and sailors of Hingham is set at the southerly base of the knoll surrounded by mature junipers. Linden trees are planted along the parking lot edge and a 4-foot high chain-link fence surrounds the south and west edges of the park. One bench has a memorial designation. There are 25 public parking spaces adjacent to Iron Horse Park.

Assessment:

The base for the equestrian statue has settled obliquely over the years; current plans are to have it reset in its present location. The gravel walk along the seawall is unsafe without a guardrail or other approved separating element. The shrubs surrounding the memorial stone are overgrown and partially obscure the monument and plaque. Improved universal access and seating opportunities at the memorial are recommended.

Proposal:

Short-term improvements to Iron Horse Park include:

1. Installing new stonedust walks that allow for pedestrian access with a separating grass strip that will provide a buffer zone between the walk and the water's edge.
2. Pedestrian access to the soldiers and sailors monument stone with seating opportunities. This enhancement will promote gatherings and provide ceremonial locations for veterans groups to congregate. Recommended funding for the proposed improvements to the memorial is through private donations.
3. Signage and other humane eradication techniques to address the Canada geese droppings issue at lawn areas (see section 2.5).

Long-term improvements include:

1. Installation of bollard and chain edge restraints along the seawall edge for increased safety and attractiveness.
2. Installation of perimeter harbor walk and seating opportunities associated with the seawall edge restraints.
3. Lighting improvements for safety, longer hours of use and attractiveness.
4. Planting improvements and modifications with involvement of the Hingham Veterans' Services and Beautification Committees.



2.10 Town Pier

Existing Conditions:

Town Pier is a ¼ acre parcel of land owned by the Town of Hingham, providing parking and vehicular access to Town Pier floating docks. There are 18 public parking spaces; one designated universally accessible space and Harbormaster's vehicle parking.

Assessment:

The present condition of parking along the water's edge is unattractive and unsafe, as it directs pedestrians into the vehicular way of travel. In addition, the location of parking along the water's edge poses a threat to the harbor's water quality from runoff of motor oil and other automotive fluids.

Proposal:

Short-term improvements to the Town Pier include:

1. Reorientation and re-striping of parking to align along the eastern edge of Iron Horse Park, allowing for a new dedicated pedestrian way along the water's edge.
2. Installation of a guardrail or bollard and chains to provide a safe condition along the top of the seawall.
3. Continued access for boom truck to handle sailboat masts and rigging.
4. Location of seasonal/temporary Harbormaster facility with public restrooms.

Long-term improvements include the following:

1. Lighting and security enhancements.
2. Improved signage opportunities.
3. Regional transportation links with Harbor Islands scheduled ferry services.



2.11 Marine Commercial Property

Existing Conditions:

Privately owned commercial property serving the adjacent waterside marina facility. The property measures approximately $\frac{1}{4}$ of an acre, and contains a two-story wooden structure with eight parking spaces and mixed-use exterior space used seasonally for storage marina related. In the 1990's and early 2000's, the commercial property was operated and known under the name of 'Old Salt'.

Assessment:

The property is situated at the midway point along the waterfront study area and is surrounded by publicly owned lands. This is the primary access point to the 176 inner harbor moorings serviced by two certified marina operators. The boat owners own approximately 10 moorings; the balance of the moorings are currently owned by two private marina operators and rented on a seasonal basis to other boat owners. The marina has 38 private slips, plus dingy storage and access, and water and electric service.

Proposal:

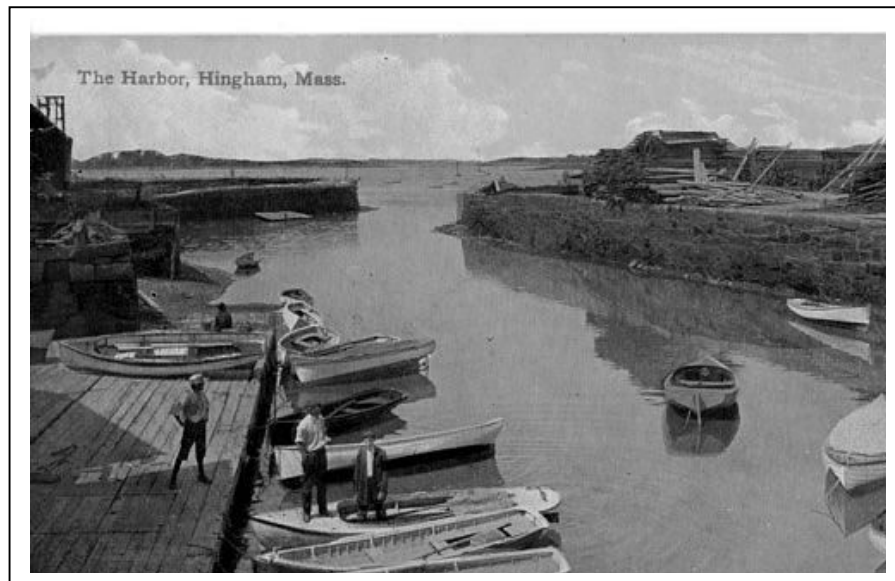
Short-term improvements to the Old Salt property include:

1. Town investigation of long-term acquisition of property or shared use with a private operator. Shared use would include Harbormaster/Town Office/Information kiosk and public restrooms.
2. Town coordination of public access along water's edge with owners.

Long-term improvements include the following:

1. Town acquisition and control of the property for the following proposed uses:
 - a) Harbormaster's facility with public restrooms.
 - b) Marina operator's office. [Assumes privately-run marina business]
 - c) Town/Regional Information Center
 - d) Concession location (i.e. snack bar).

Town control of the property would also allow for a clear title access easement along the harbor for a pedestrian bridge connection to Whitney Wharf Park from Town Pier.



Town Pier and Whitney Wharf (c.1910)

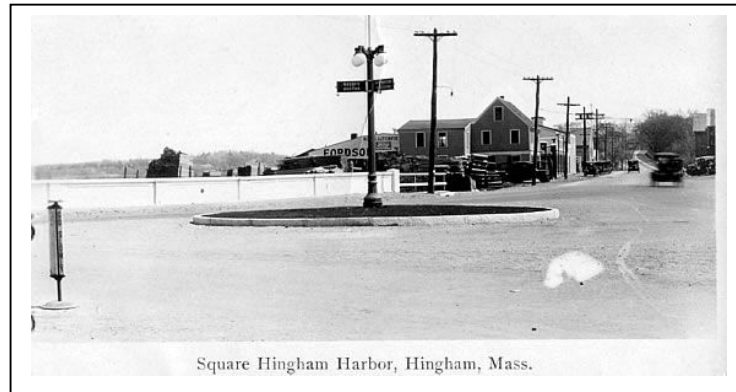
2.12 Whitney Wharf Park & Bridge Connection

Existing Conditions:

Whitney Wharf Park is a Town-owned property approximately ½ acre in size. A five-car asphalt parking lot serves the park. The park consists of stonedust perimeter walks and a central area with a slightly mounded lawn for passive recreation. Commemorative bricks from private donations compose the 'plaza' area closest to Route 3A. Other site features include the Town seal centered in the paved area, an anchor, flagpoles, dedication plaques, and bollards and chains separating the state highway from the park.

Assessment:

The park was completed in 2004 and is maintained by the Hingham Department of Public Works. Pedestrian access from the Town-owned lands to the west side of the park is limited by a narrow sidewalk along Route 3A on the Mill Pond outfall bridge structure. This portion of the sidewalk has been identified through the public meetings as being particularly unattractive and hazardous for pedestrians. Wheelchairs cannot navigate this portion of the sidewalk.



Mill Pond Outfall Bridge at North Street and Summer Street (c.1925)



Existing Mill Pond Outfall and Route 3A Bridge Abutment

2.12 Whitney Wharf Park & Bridge Connection

Proposal:

Short-term improvements to the Whitney Wharf/Bridge Connection include:

1. A pedestrian bridge supported by steel outriggers from the Route 3A Mill Pond outfall bridge abutment is proposed. This bridge crossing, illustrated below, will allow for an attractive and safe connection linking Town Pier, Iron Horse Park and the Bathing Beach area with Whitney Wharf and Veteran's Park. The bridge would have integral seating opportunities and provide lighting for increased use and public safety.
2. Park modifications to accommodate the bridge crossing.

Long-term improvements include the following:

1. Modifications to the bridge abutment wall that would lower the profile, allowing enhanced harbor views up North Street.
2. Associated intersection improvements.



2.13 POW/MIA Memorial and Park

Existing Conditions:

The Prisoners of War/Missing in Action (POW/MIA) memorial and park is a Town-owned property measuring approximately 1/2 acre in size. The park includes an asphalt walk to a stone memorial and flagpole dedicated to Vietnam War POWs and MIAs. The park contains primarily mature pines and plane trees. The Veterans' Services Committee oversees the monument

Assessment:

The general condition of the granite seawall along the harbor edge is in disrepair to the point of posing a significant public safety concern. The existing pines and plane trees are in good condition and are an attractive and recognizable asset of the park. The park appears to be an underutilized Town resource. Current limited use of the park may be partly due to its adjacent proximity to the recently built Whitney Wharf Park. Other contributing factor may be the dead-end nature of the pedestrian access coupled with the lack of defined spaces for gathering.

Proposal:

Short-term improvements to the POW/MIA memorial include:

1. Separate and/or buffer site accessibility from seawall for increased public safety.
2. Improve pedestrian access to a proposed boardwalk behind the gas station property.
3. Install unified type of seating benches to encourage gatherings associated with the POW/MIA memorial. (Opportunity for donated improvement funds.)
4. Signage and other humane eradication techniques to address the Canada geese droppings issue on lawn areas (see section 2.5).

Long-term improvements include:

1. Repair seawall and create a safe edge restraint along harbor edge with bollards and chains.
2. Restore and improve existing POW/MIA memorial.
3. Planting improvements as required with input from/involvement of Hingham Beautification Committee



View of Park (2006)

2.14 Commercial Properties - Gas Station, Hastings Wharf, Lucas Property

Existing Conditions:

Three contiguous and separately owned private commercial properties located along Route 3A that all have frontage along the harbor. Presently the properties are used as a gasoline filling station (Mobil Station), real estate office (Lucas property/Gallery 360) and recreational boating marina/proposed mix-use commercial (Hastings Wharf).

Assessment:

Commercial activity along the harbor creates a vital and balanced mixture of activities and uses. Encouraging more environmentally friendly commercial enterprises is envisioned as the ideal for the future development of the harbor area. As part of mitigation for improvements for Hastings Wharf, the developer proposes a public perimeter boardwalk.

Proposal:

Short-term/Long-term:

1. Construction of boardwalk sections behind the gas station and Lucas property to tie into the proposed Hastings Wharf perimeter walkway.
2. Town acquisition of properties when available for future control of uses. Types of business and activity proposed include restaurants, marine operations and perhaps future location of a Harbormaster's facility at the Mobil property.

Existing views of the commercial properties



Lucas property (Harbor side - 2006)



Lucas property (West side - 2006)



Hastings Wharf (2006)



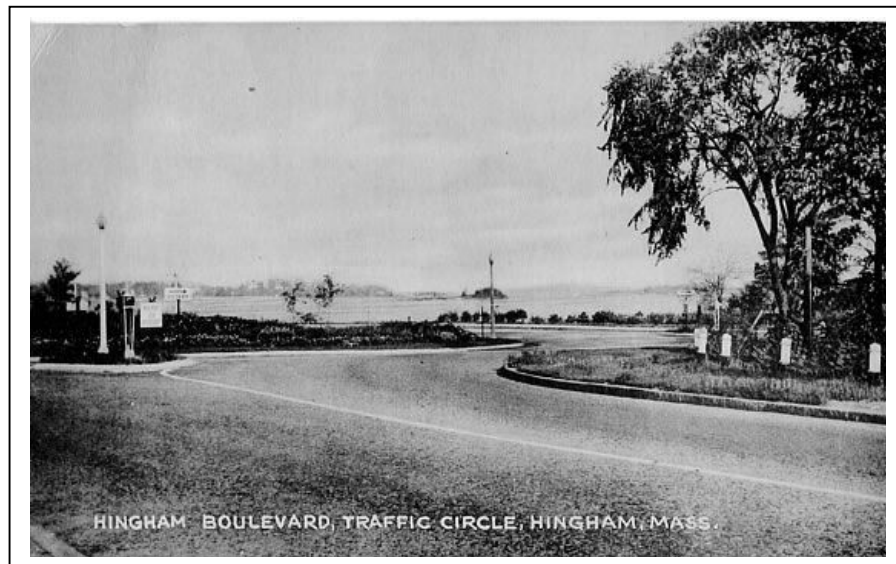
Route 3A – Mobil Station (2006)

2.15 Route 3A, The Rotary and Summer Street

Existing Conditions:

Route 3A is owned and operated by the Commonwealth of Massachusetts. Route 3A is also named Otis Street and Summer Street (see Site Overview Plan) and provides direct access to the lands abutting the harbor. The rotary is part of Route 3A and is a major regional intersection, serving approximately 20,000 vehicles a day. Route 3A as it abuts Hingham Harbor is a 4-lane asphalt paved thoroughfare with traffic signalization. At the rotary, Summer Street continues to the northeast, while Route 3A reorients to the southeast. The rotary is currently Hingham's most accident-prone roadway feature. The Hingham Police Department recorded seventeen accidents at the Route 3A rotary intersection for the year 2006.

A concrete sidewalk extends along Route 3A and the rotary. An asphalt sidewalk is provided along Summer Street. Crosswalks for pedestrian harbor access are provided at the entrance to the Town Bathing Beach, Ship Street and North Street. The crosswalk at Ship Street is not signalized.



Hingham Rotary (c.1935)



Hingham Rotary (2007)

2.15 Route 3A, the Rotary and Summer Street

Assessment:

Route 3A provides direct vehicular access to the harbor. However, the large volume of traffic along the highway has an impact on the overall quality of the pedestrian experience. The Town of Hingham will benefit from improved pedestrian access across Route 3A and additional safe and attractive pedestrian crossings will enhance the harbor experience. Improvements to the pedestrian crossing at North Street will create a welcoming gateway to the harborfront lands from the Town center.

Route 3A provides an opportunity to create a Harbor District identity with the use of improved and unified street lighting and tree plantings. Optional signage banners hung from light posts would further enhance the harbor area's general attractiveness and public image.

Proposal:

Short-term recommendations to 3A, the Rotary and Summer Street include:

1. Installation of an additional traffic signal at Ship Street to allow control of pedestrian crossings and timed slowing of traffic along Route 3A.
2. Expanded crosswalk at North Street for increased safety and attractiveness. Suggested improvements to the crosswalk include granite pavers to slow traffic and clearly identify the pedestrian zone.
3. Regularly spaced and unified street tree plantings to visually soften the roadway edges and enhance the sense of separation between the highway and the harbor.
4. New lighting standards along the harborfront sections of Route 3A, the Rotary and Summer Street to provide safe illumination and a coordinated, attractive appearance.

Long-term recommendations include the following:

1. Option A: Replace existing rotary circle with a "T" style intersection for increased safety standards and regularized traffic flow enabling pedestrian access. This improvement will also provide an opportunity for the waterfront to gain additional public lands through the elimination of the rotary circle. The resultant lands would further buffer the vehicular way from the harbor's natural resources.
2. Option B: Replace existing rotary circle with a smaller roundabout improvement. (Town of Cohasset example)



2.16 Barnes Wharf

Existing Conditions:

Barnes Wharf is a Town-owned property measuring approximately one acre in area. Half of the property is composed of a granite seawall-edged pier with pavilions. The remaining half of the area is occupied by a landside parking area. The Lincoln Maritime Center operates at Barnes Wharf with a non-exclusive lease. This is the center of instructional sailing and rowing activities.

Assessment:

This well used and regularly maintained amenity animates the harbor with boating activities and provides the Town with a notable recreational asset. The parking area is undefined and it is unknown how many cars it can safely accommodate. Pedestrian access to Barnes Wharf is unstructured and the vehicular gate, coupled with a lack of clear signage, gives some visitors the impression of a private facility.

Proposal :

Short-term improvements to Barnes Wharf include:

1. Improve signage to encourage public use of the wharf.
2. Universally accessible pedestrian walks on the wharf.

Long-term improvements include the following:

1. Structured parking with landscaping to provide safe and welcoming public access to Barnes Wharf and Steamboat Wharf.



2.17 Steamboat Wharf – Barnes Wharf 2

Existing Conditions:

Steamboat Wharf, also known as Barnes Wharf 2, is a Town-owned and -maintained property. A pier, an approach road (the former Green Street), and a wooded area are the primary distinguishing features of the property. The land area of this parkland measures approximately 2.25 acres. The wharf is edged entirely with large granite blocks that form the seawall. Lincoln Maritime has a non-exclusive lease to construct a pier and float for expanded rowing activities. The public is invited to also use the wharf for fishing and passive recreation.

Assessment:

The condition of the seawall along the old Green Street wharf access will require repairs as part of any accessway improvements to Steamboat Wharf. The vegetated, “natural” condition of the wharf is considered an attractive feature of the parcel.

Proposal:

Short-term improvements to Steamboat Wharf include:

1. Continued maintenance and clearing of invasive trees and shrubs to open up views on the wharf.
2. Installation of universally accessible stonedust or asphalt surfacing and walks on wharf for increased public access, attractiveness and safety.

Long-term improvement include:

1. Repair of seawalls and provision of edge restraints along the Green Street right-of-way.
2. Creation of a modified curbcut and locked gate at Summer Street for limited and emergency vehicular access to the former Green Street right-of-way.
3. Widened accessway to the wharf.



2.18 Visionary Concepts for Hingham Harbor

This section includes descriptions and illustrations of visionary concepts for the long-range harborfront land improvements. Three key visions have been identified:

2.18.1 Creation of a signature iconic harbor element.

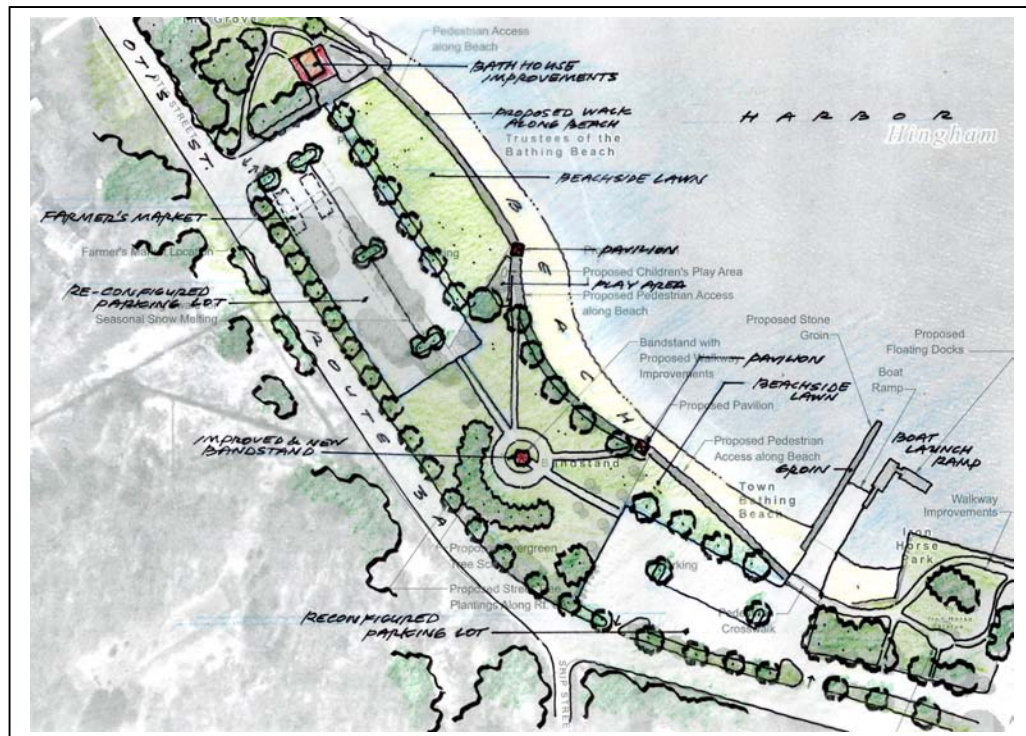
The creation of a unique signature iconic element for the harbor is proposed to provide a memorable and attractive focal point for the Town. An iconic element can be a fountain, park building structure, sculptural piece (Gloucester fisherman), or even a functional structure such as Hilton Head lighthouse in So. Carolina.

An iconic element would provide a finishing touch to the proposed recommendations, however the report cautions against the placement of any such piece without thorough review and approval from the Town departments and related committees.

2.18.2 Reconfigured and improved parking lots at the Boat Launch and Bathing Beaches.

The reconfigured parking lots along the bathing beach and boat launch ramp would provide the following:

- a. Opportunity to repave and stripe lots for lower environmental impact and enhanced capacity of parking areas.
- b. Creation of beachside lawn areas buffering the beach edges for added safety and attractiveness. The added lawn areas will maintain access to the beach while re-capturing quality open space. The tree-lined edges along the parking lots will not obscure harbor views from parked cars.

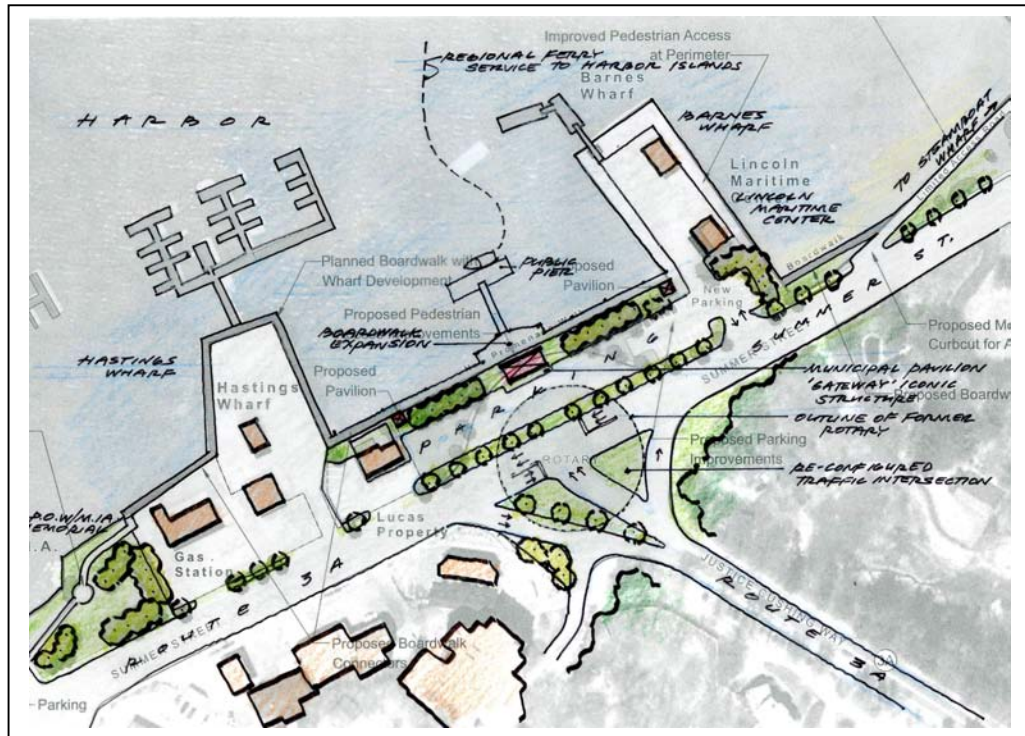


Visionary Design for Parking Lot Improvements along the Bathing Beach and Boat Launch

2.18.3 Elimination of the Rotary at Route 3A.

The key benefit of the elimination of the Rotary at Route 3A for Hingham will be the creation of a safer vehicular intersection without significantly compromising traffic flow. Other ancillary improvements for the harbor front lands include the following:

- a. Opportunity to expand parking and park along the eastern side of the harbor land areas.
- b. With the expanded parking and intersection reconfiguration, further improvements to the proposed harbor 'Promenade' could include additional boardwalks, a public pier for regional transportation and fishing, as well as a signature municipal pavilion perhaps acting as an iconic gateway element for the Town.



Long-range Visionary Plan Design for Rotary Replacement

2.19 Sustainability Practices for Future Harbor Development

Sustainability is a concept in society that seeks to preserve the resources of today for future generations. For the Town of Hingham, the beaches and waterfront lands are a valuable and environmentally sensitive resource that would benefit from the implementation of sustainable and Low Impact Development (LID) development techniques. The polluted water from stormwater runoff is called non-point source pollution and is a significant negative impact issue because of the amount of impervious surfaces our cities have today.

The asphalt surfaced parking lots included within the study area, exist as large impervious surfaces that produce stormwater runoff that have the potential for polluting the harbor water and beaches. Pollutants emitted from remnant automotive oil, associated chemicals, and sediment from the tires is a threat to the harbor's water resource. A managed approach to this problem could be in the development of parking lots with porous surfaces. Porous paving surfaces include a special premium mixture of asphalt perhaps combined with pavers or even gravel in some applications. In addition, surface water runoff could be collected in buffer strips called 'bio-swales', or 'rain gardens' that, through their dense vegetation, will not only create a habitat and landscape element but will also clean the polluted water before it reaches the ground water table or harbor.

Further, installing interspersed parking lot planting areas with trees and shrubs would create a more inviting and attractive environment that would also reduce the reflected urban heat island effect caused by such large open surfaces. The overall effect of such retrofit measures could produce a parking lot that could become a more flexible programmatic element in the landscape.

Sustainability guidelines and reference material can be found at the following website links:

1. The Environmental Protection Agency:
<http://www.epa.gov/nps/>
2. The Clean Beaches Council has a Massachusetts:
<http://www.cleanbeaches.org/bluewave/state.cfm?state=Massachusetts>
3. Boston Metropolitan Area Planning Council - Permeable Paving:
http://www.mapc.org/regional_planning/LID/permeable_paving.html
4. Comprehensive Environmental, Inc. – Rain Gardens
<http://ceiengineers.com/LID/LIDRaingarden.htm>

Project example to review as a precedent:

1. Sea Street Project – Seattle, WA:
http://www.seattle.gov/util/About_SPU/Drainage_&_Sewer_System/Natural_Drainage_Systems/Street_Edge_Alternatives/index.asp

3. Proposed Priorities and Project Estimates

The summary section outlines the priorities of proposed improvements recommended in the report as well as the associated estimated costs for the work.

3.1 Prioritized List of Proposed Improvements

The criteria for prioritizing the improvements along the harbor is as follows:

1. Impact of improvements/acquisition for increased public safety and attractiveness.
2. Cost of project.
3. Ease of permitting.

Based on the report findings and consensus within the Harbor Development Committee, the following are the proposed projects listed in order of priority:

1. Pedestrian accessway and shore stabilization improvements along the Bathing Beach, Bridge crossing at Mill Pond outfall, Walkway and seating improvements at Iron Horse Park, Town Pier pedestrian accessway and parking modifications.
2. Site Improvements at Bandstand Lawn area, and new Children's Play Area.
3. Steamboat Wharf Pedestrian and Emergency Access site improvements.
4. Pedestrian access and walkway improvements along 3A Rotary seawall and Barnes Wharf.
5. Pedestrian access and site Improvements to P.O.W./M.I.A. Memorial and Boardwalk connector to Hastings Wharf.

3.2 Estimates of Proposed Improvements:

The following are estimates for the proposed project elements illustrated and described in the master plan report. The estimates are for planning and preliminary budgeting purposes and use 2007 pricing based on other similar scaled construction projects. In all cases, a first-rate design approach is assumed that will result in higher than average costs. This assumption is useful for future planning purposes as it will provide a more conservative estimated cost for the projects to allow for any potential value-engineering going forward on an actual designed scope of work. Design and engineering fees are not included within each project breakdown, but are estimated to be 15% of the construction costs. The projects are listed in the proposed order of priority of execution and installation.

Project 1:

Pedestrian accessway and shore stabilization improvements along the Bathing Beach, Bridge crossing at Mill Pond outfall, Walkway and seating improvements at Iron Horse Park, Town Pier pedestrian accessway and parking modifications:

Site Preparation

a. Mobilization =	\$ 10,000
b. Erosion control =	\$ 20,000
c. Demolition/Off-site Removals =	\$ 15,000
d. Removals, stockpiling on-site =	\$ 10,000
e. Utility work allowance =	\$ 20,000

Subtotal =	\$ 75,000
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Site Improvements

a. Stonedust walks =	\$ 30,000
b. Walkway along beach (concrete) =	\$ 80,000
c. Beach stabilization wall with stairs, ramps & handrails	\$ 300,000
d. Parking lot repairs =	\$ 20,000
e. Granite curbing (700 LF) =	\$ 25,000
f. Pavilions (2 Total) =	\$ 70,000
g. Planting allowance =	\$ 20,000
h. Bollards & chain edge restraint (Town Pier/Iron Horse)	\$ 50,000
i. Bridge crossing at Mill Pond outfall bridge abutment	\$ 150,000
j. Site lighting allowance =	\$ 50,000
k. Signage allowance =	\$ 20,000
l. Site furnishings allowance =	\$ 15,000
m. Seating at Soldiers & Sailors monument (Donated)	\$ - 0 -

Subtotal =	\$ 830,000
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Total (Site Preparation and Improvements) =	\$ 905,000
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20% Contingency =	\$ 181,000
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Grand Total =	\$ 1,086,000
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Estimates for Proposed Projects:

Project 2:

Site Improvements at Bandstand Lawn area, and new Children's Play Area:

Site Preparation

a. Mobilization =	\$ 10,000
b. Erosion control =	\$ 5,000
c. Demolition/Off-site Removals =	\$ 20,000
d. Removals, stockpiling on-site =	\$ 10,000
e. Utility work allowance =	\$ 5,000

Subtotal =	\$ 50,000
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Site Improvements

a. Stonedust walks at Bandstand Park area =	\$ 25,000
b. Planting allowance =	\$ 50,000
c. Signage allowance =	\$ 5,000
d. Site furnishings allowance =	\$ 15,000

Subtotal =	\$ 95,000
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Total (Site Preparation and Improvements) =	\$ 145,000
20% Contingency =	\$ 29,000

Grand Total =	\$ 174,000
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Estimates for Proposed Projects:

Project 3:

Steamboat Wharf Pedestrian and Emergency Access site improvements:

Site Preparation

a. Mobilization =	\$ 10,000
b. Erosion control =	\$ 15,000
c. Demolition/Off-site Removals =	\$ 10,000
d. Removals, stockpiling on-site =	\$ 5,000
e. Utility work allowance =	\$ 5,000

Subtotal =	\$ 45,000
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Site Improvements

a. Stonedust walks at Pier =	\$ 10,000
b. Asphalt limited access vehicular drive/walk to pier =	\$ 25,000
c. Edge restraint along seawall at vehicular drive/walk =	\$ 70,000
d. Curb cut modifications at Summer Street =	\$ 5,000
e. Asphalt sidewalk improvements/repairs at Summer St.	\$ 5,000
f. Boardwalk connector to Barnes Wharf =	\$ 20,000
g. Planting allowance =	\$ 10,000
h. Signage allowance =	\$ 5,000
i. Site furnishings allowance =	\$ 10,000

Subtotal =	\$ 160,000
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Total (Site Preparation and Improvements) =	\$ 205,000
20% Contingency =	\$ 41,000

Grand Total =	\$ 246,000
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Estimates for Proposed Projects:

Project 4:

Pedestrian access and walkway improvements along 3A Rotary seawall and Barnes Wharf:

Site Preparation

a. Mobilization =	\$ 10,000
b. Erosion control =	\$ 15,000
c. Demolition/Off-site Removals (concrete, guardrails)=	\$ 10,000
d. Removals, stockpiling on-site =	\$ 10,000
e. Utility work allowance =	\$ 10,000

Subtotal =	\$ 55,000
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Site Improvements

a. Stonedust walks at Barnes Wharf =	\$ 20,000
b. Concrete walkway along Rotary seawall / Promenade	\$ 25,000
c. Edge restraint along seawall at Promenade =	\$ 70,000
d. Pavilions (2 Total) =	\$ 70,000
e. Asphalt parking lot at Lincoln Maritime	\$ 105,000
f. Boardwalk connector to Hastings Wharf =	\$ 15,000
g. Planting allowance =	\$ 75,000
h. Site lighting allowance =	\$ 50,000
i. Signage allowance =	\$ 15,000
j. Site furnishings allowance =	\$ 30,000

Subtotal =	\$ 475,000
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Total (Site Preparation and Improvements) =	\$ 530,000
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<u>20% Contingency =</u>	<u>\$ 106,000</u>
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Grand Total =	\$ 636,000
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Estimates for Proposed Projects:

Project 5:

Pedestrian access and site Improvements to P.O.W./M.I.A. Memorial and Boardwalk connector to Hastings Wharf.

Site Preparation

a. Mobilization =	\$ 10,000
b. Erosion control =	\$ 10,000
c. Demolition/Off-site Removals =	\$ 10,000
d. Removals, stockpiling on-site =	\$ 5,000
e. Utility work allowance =	\$ 5,000

Subtotal =	\$ 40,000
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Site Improvements

a. Stonedust walkway improvements =	\$ 10,000
b. Asphalt limited access vehicular drive/walk to pier =	\$ 25,000
c. Bollard and Chain edge restraint along seawall =	\$ 30,000
d. Concrete sidewalk improvements/repairs at 3A.	\$ 10,000
e. Boardwalk connector to Hastings Wharf =	\$ 20,000
f. Planting allowance =	\$ 5,000
g. Signage allowance =	\$ 5,000
h. Site furnishings allowance =	\$ 5,000
i. Seating area at P.O.W./M.I.A. Memorial (Donated)	\$ - 0 -

Subtotal =	\$ 110,000
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Total (Site Preparation and Improvements) =	\$ 150,000
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<u>20% Contingency =</u>	<u>\$ 30,000</u>
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Grand Total =	\$ 180,000
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4. Appendix

4.1 Interviews and Meetings

The interviews and meetings with the persons and committees listed below were conducted at Hingham Town Hall and Fire Department Headquarters between January and March 2007. The report greatly benefited from the input of the below listed Town and State representatives. Telephone interviews are noted with an asterisk*.

Municipal Officials

- Mr. John A. Riley, Selectman, Town of Hingham
- Mr. John Souther, Harbormaster, Town of Hingham
- Mr. Ken Corson III, Deputy Harbormaster, Town of Hingham
- Mr. Mark Duff, Chief – Fire Department, Town of Hingham
- Mr. Robert Olsson – Deputy Chief - Fire Department, Town of Hingham
- Mr. Steven D. Carlson – Chief – Police Department, Town of Hingham
- Mr. Glenn A. Olsson, Sergeant – Police Department, Town of Hingham
- Ms. Katy Lacy, Planner, Town of Hingham
- Mr. W. Clifford Prentiss, Conservation Officer, Town of Hingham
- Mr. Joseph Stigliani, Superintendent, Department of Public Works, Town of Hingham
- Ms. Andrea Young, Historical Commission, Town of Hingham

Town Committees

- Beautification Committee
Joan Hansel, Chairman
Avis Studley, Treasurer
Rose Durkin
- Community Preservation Committee
Valerie Talmage
Thomas Maloney
- Development and Industrial Council
L. Bruce Rabuffo
Ben Wilcox
- Open Space Acquisition Committee
Rod Gaskell*
- Trustees of the Bathing Beach
F. Peter Fee
Thomas Foley
- Veterans' Services
Michael Cunningham*
Keith Jermyn*

State Officials

- Mr. Robert Gregory, District 5, Mass Highway Department*

4.2 Master Plan Consultant Team

The following is a list of the Master Plan consultant team:

Marc Mazzarelli Associates
Landscape Architecture and Planning
284 Concord Avenue, Cambridge, MA 02138
www.mmazz.com

- Marc Mazzarelli – Team Leader, Report Author and Principal Designer & Planner
- David A. Everett – Planner
- Daniel Boudreau – G.I.S. and Map Making
- Terry Cracknell – Perspective Renderings
- Hiroko Takeshita – Design and Support Staff
- Vanessa Palmer – Sustainability Research and Support Staff
- Stuart Dawson – Project Overview and Visionary Concepts

Survey information provided by Vine Associates, Inc. - Mr. Peter Williams, Principal.

4.3 Reference Materials

The following attachments provide reference material in support of the report and master plan for Hingham Harbor.

- 4.3.1 Perspective Renderings
- 4.3.2 Public Participation Meeting Notes & Newspaper Article
- 4.3.3 Harbor Development Committee Meeting Notes



Memorandum - Master Plan for Hingham Harbor

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee
From: Marc Mazzarelli
Re: Harbor Walk – Saturday 10/14/06

The following is a summary of my notes from the comments heard at the Saturday morning 10/14/06 Hingham harbor walk:

Picnic Grove:

- Create universal accessible walkways
- Geese droppings as problem
- Proximity to Route 3A as problem
- Entrance at 3A – identity
- Open up harbor vistas

Bathing Beach:

- Create more separation from parking and edge of beach in form of new walkway – boardwalk vs. durable hardscape
- Consider less parking area – more green space
- Vandalism of bathhouse as problem (lighting?)
- Consider placing an information kiosk near bathhouse/beach
- Consider vehicular access between bathing beach parking and boat launch parking
- Plant more shade trees along beach for sun relief
- Consider a children's play area (perhaps more naturalistic with climbing opportunities, less pre-fab structure)
- Improve outflow pipe appearance and safety to bathers
- New walkway along beach mustn't appear like Wollaston Beach

Bandstand:

- Reconsider walkway access to bandstand
- Lighting at bandstand
- Create balance between shade trees and open space (tree assessment required)
- Visual separation from Route 3A as important

Boat Ramp:

- Provide safer pedestrian crossing for proposed harbor walkway system
- Remove fence between Iron Horse Park and Boat Ramp
- Consider impact of proposed groin

Iron Horse Park/Town Pier/Whitney Wharf Park:

- Improve seating opportunities, unify bench types, opportunity for donors
- Provide separation between waters edge and walkway for increased safety
- Consider options for harbor crossing with bridge
- Town garden club involvement?

Veteran's Park/Gas Station/Hastings Wharf:

- Master plan to investigate boardwalk / walkway scenarios based on land ownership rights

Gallery 360/Rotary:

- Master plan to investigate long-range plan to eliminate rotary and impact on proposed harbor walks.

Barnes Wharf/Steamboat Wharf:

- Signage issues to be addressed
- Need for accessible walks and guardrails
- Possibility to re-set damaged wall and taper into water to allow pier type access to sailing docks
- Create simple path to Lincoln Sailing Club user area
- Maintain natural environment and save as many existing trees as possible on Steamboat Wharf



Memorandum

Hingham Harbor Master Plan

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee

From: Marc Mazzarelli

Re: Harbor Workshop – Thursday 10/19/06

The following is a summary of my notes from the comments and suggestions heard at the Thursday evening 10/19/06 Hingham Harbor idea workshop held at Town Hall:

Harbor-Wide and Regional Issues:

- Create a 'boater-friendly' harbor
- "Dredging of harbor = activity"
- Maintain 'personality' of each area/wharf along harbor
- Tourism opportunities
- Question of balance between an active and passive harbor usage – working harbor?
- Possibility of Harbor Islands shuttle in harbor?
- Button Island as possible future destination?
- Parking along harbor. Comprehensive study required for safety and appearance
- Tie harbor plan into historic walk along North Street
- Investigate federal/state funding for a fishing pier in the harbor
- Fishing opportunities along harbor front
- Ice cream stand/cart locations
- Master plan to suggest informational kiosk(s) and signage locations along harbor
- Bike path connections (new Railroad bike path?)
- Balance passive recreation with commercial activity
- Master plan to consider the Hull Hingham and Cohasset regional planning efforts (Weir River Kayak Park?)
- Town to consider taking properties by eminent domain
- Increase seating opportunities along harbor

Route 3A:

- Inquire with Mass Highway Dept. re: future plans with Route 3A (signaling, rotary etc.)
- Widen sidewalks along 3A for increased safety
- Traffic calming at Ship Street intersection with addition of signal light timed to slow vehicles
- Traffic calming with paved 'rumble strips'
- Downtown connection at North Street as important
- Create safe crossing between harbor front and North Street
- Create pedestrian walkway system off of 3A wherever possible
- 'Flip' the guardrails to the curb edge to increase pedestrian friendly sidewalks

Picnic Grove:

- Create universal accessible walkways – "value of having walks"
- Area as 'pristine' – No walkways needed.
- Area as 'underutilized'
- Bathhouse improvements suggested including alternate and multi-functional uses
- Geese dropping problem – will report address 'Best Practices' recommendations?

Bathing Beach:

- Parking lot at beach as good town-wide gathering location (i.e. farmer market)
- Separate cars from the beach with bushes and benches (concrete)
- Stripe parking lot with identifiable lines
- Kayaking opportunities at Beach
- Provide active recreational water access at beach
- Create designated swimming area
- Clam digging opportunities at low tide
- Road connection between bathing beach parking and boat ramp parking?



Bandstand:

- Provide seating opportunities inside bandstand

Boat Ramp:

- Conflict between swimmers and boat launch
- Floating dock
- Kayak access
- Option to locate new harbormasters building adjacent to boat ramp

Iron Horse Park

- Provide seating opportunities

Town Pier/Old Salt Marina:

- No cars on Town Pier
- 'Flip' parking arrangement on Town Pier
- Add boat slips out beyond Town Pier
- Impact of sale of Old Salt property?
- Old Salt zoned as marine use
- Re-engineer the Mill Creek bridge abutment to allow for proposed pedestrian bridge location
- Town to pursue acquisition of Old Salt property for future uses including:
 - a) Harbormasters office
 - b) Alternative learning center for schools
 - c) Information kiosk
 - d) Public restrooms
 - e) Pedestrian bridge connection

Whitney Wharf Park & Veteran's Park:

- (no comments from audience recorded)

Gas Station/Hastings Wharf:

- Gas dock location at Mobil Station?
- Future restaurant or marine store location?

Gallery 360/Rotary:

- Master plan to investigate long-range plan to eliminate rotary and impact on proposed harbor walks.
- Recent vegetative clearing at Rotary adjacent to Gallery 360 building is good
- Town should purchase the state owned land at the Rotary adjacent to Gallery 360 building

Barnes Wharf

- Signage to outline usage rights at Barnes Wharf – Sailing Center
- Signage to be clear to read and with safety considerations
- Parking improvements?
- Consider boardwalk connection to Steamboat Wharf

Steamboat Wharf:

- Selectively clear existing vegetation on wharf and surroundings
- Plantings (new and existing to remain) to encourage wildlife activity
- Enhance and protect natural elements of wharf environs
- Re-grade the seawall
- Emergency vehicular access to wharf?
- Provide water access 24/7
- Parking for wharf?



Memorandum - Hingham Harbor Master Plan

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee

From: Marc Mazzarelli – October 19, 2006

Re: Outline of Harbor Planning Workshop

The following is the outline for the Harbor Planning Workshop scheduled for Thursday, October 19th, 2006 at 6PM at Town Hall:

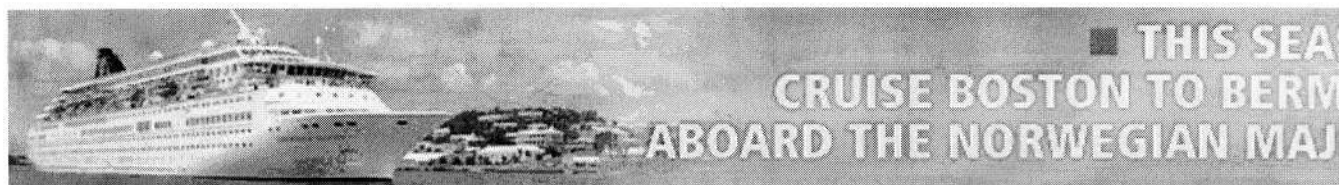
- Introductions: 6:05PM-6:10PM
 1. CPC/HDC
 2. Marc Mazzarelli – Introduce master planning effort and team ('Fly-on-the-wall')
 3. David Everett – 'Idea Session'
- Harbor Overview: 6:10PM-6:45PM
 1. Marc Mazzarelli – Describe project area and key features – focus areas (east/west)
 2. David Everett – Lead citizen input
 - Some proposed lead in items:
 - Under utilized areas - opportunities
 - Difficult areas with 'issues' – constraints
 - Uses – Active/Passive (Sailing, Fishing, workout stations, etc.)
 - Views
 - Safety (3A)
- East/West Focus Areas – Citizen Participation: 6:45PM-7:45PM
- Summary of Workshop Ideas: 7:45PM–8:00PM
 1. David Everett – (Produce graphic of workshop findings?)
- Concluding Remarks: 8:00PM
 1. CPC/HDC

Exhibits:

1. Overview Harbor Plan (Large size - 36" x 48" and 24" x 36")
2. East & West Harbor Focus Area Plans (Large size - 36" x 48" and 24" x 36")
3. Printed photographs of Harbor Study areas

Materials:

1. Trace paper
2. Markers
3. Sticky notes
4. Tacks, tape
5. Highlighter pens
6. Scale rulers
7. Flip chart



SOUTHOFBOSTON.COM **The Patriot Ledger**

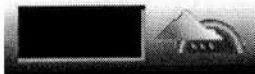
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Residents offer ideas for developing harborBy KRISTEN WALSH
The Patriot Ledger

HINGHAM - The early stages of a master plan for Hingham Harbor are beginning to take shape - with residents' help.

The harbor development committee and the community preservation committee sponsored a forum Thursday night and collected suggestions from the audience.

"We want to look at the development that has been done in the past, that is happening in the present, and that may be done in the future," said William English, a member of the harbor development committee. "We want to give definition to the walkway around the harbor."

By the end of the meeting, a large Hingham Harbor map on the wall was covered with yellow stickers, each one bearing a resident's idea for future harbor development.

From bike paths and parking lots to ice cream stands and benches, the ideas will be looked at by the planning team and town committees, and a proposal will be drawn up for town meeting in April.

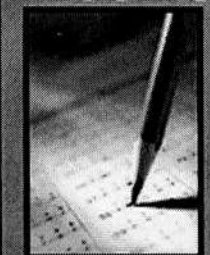
The study is being funded with a \$60,000 grant from the community preservation committee.

Marc Mazzarelli, a landscape architect, and David Everett, a planner, both of Marc Mazzarelli Associates of Cambridge, moderated the discussion.

All contingencies for making harbor access easier and safer were discussed, including widening sidewalks, building wheelchair-accessible walkways, and possibly lowering the speed limit on Route 3A along the harbor.

Much of the discussion was about the idea that the harbor has distinct features that separate areas, and about what projects could vitalize the waterfront without jeopardizing the areas' unique personalities.

Residents were interested in connecting the harbor area to

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other parts of town -- to keep Hingham Square a vibrant commercial center.

Hingham Harbor ideas

Residents' suggestions include:

-A place for the Boston Harbor Islands shuttle to stop.

-A fishing pier.

-A harbormaster's facility on the water with an informational kiosk.

-Public restrooms.

-An expanded or improved boat launching ramp.

Kristen Walsh may be reached at kwalsh@ledger.com.

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Memorandum

Hingham Harbor Master Plan

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee
From: Marc Mazzarelli

Re: Harbor Development Committee Meeting – Wednesday, November 8, 2006

The following is a summary of my notes from the comments and suggestions heard at the Wednesday evening 11/8/06 Harbor Development Committee meeting at Town Hall:

Criteria for Decision Making - Prioritization:

- Need based
- What's possible
- Expense of project
- Attractiveness

Needs:

- Boat ramp – parking Improvements for additional trailers/kayaking – triggers State funding
- Kayak access to be kept viable and functional
- Walkway/divider at beach between parking – increase safety of walks
- Groin at boat ramp – functionality
- Universal accessibility of waterfront
- Additional boat slips – location and justification – Town owned vs. private – density of additional boat slips a concern
- Youth based activities – active recreation

What's Possible:

- Create property acquisition strategy to 'lock-up' potential opportunities
- Town to control destiny of harbor front (i.e. Mobil Station, Old Salt, Gallery 360)
- Non-town owned properties – issue of ownership vs. control of parcels
- Link town-owned parcels with boardwalks, bridge and improved walks (i.e. at Hastings Wharf)
- Investigate R.O.W. behind Old Salt Marine for walk access
- Old Salt property to allow for potential Harbormaster's office, welcome center, cruising boaters
- Dredging swimming area

Expense:

- Cost of proposed projects to provide basis for prioritization
- Master plan to be flexible to allow for future changes to property ownership

Attractiveness:

- Parking - less asphalt, more grass
- Selective clearing at Steamboat Wharf



Memorandum

Hingham Harbor Master Plan

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee

From: Marc Mazzarelli

Re: Master Plan Sub-Committee Meeting – Thursday, November 9, 2006

The following is a summary of my notes from the Thursday evening 11/9/06 Harbor Master Plan Sub-Committee meeting held at Nick Amdur's house in Hingham. Attendees: Nick Amdur, Sturt English, Valerie Talmage, and Marc Mazzarelli.

Concept Plan Design Review:

Land Based Elements of Design (CPC):

- Master plan to emphasize land based recommendations per plan funding and CPC implementation initiatives.
- Proposed recommended first phase improvement to include a walkway/divider at beach between parking to increase overall public safety and universal accessibility
 - HDC to submit proposed first phase project for funding to CPC by December 4th, 2006.
Proposal to include: Brief narrative with safety concerns outlined, recommended materials, illustrations
- Bandstand and Lawn Area
 - Coordinate information with Betty Tower at Town Selectmen's office re: usage and future performance requirements
 - Consider meadow-like grasses
- Bathing Beach and Parking Lot
 - Retain ability of Farmer's Market to operate and expand the four current market stalls
 - Market is open from the end of May to end of October on Saturdays 10AM to 2PM.
 - Geese droppings management plan outline
- Picnic Grove
 - Provide seating opportunities to capture harbor views
 - Provide universal accessibility with new walk(s) – stonedust?
 - Geese droppings management plan outline 'Best Practices'?
 - Possible garden club involvement
- Potential property acquisitions
 - Prospectus Inc. to conduct limited appraisals of waterfront properties
 - Potential shared use of Old Salt building for Harbormaster's office
 - Mobil Station – unclear if it's for sale, Nick Amdur to confirm.
 - Gallery 360 – Ferd Lucas owner
- Route 3A
 - Plan to investigate sidewalk widening possibility at intersection of North Street
 - Master plan to coordinate with Historic Commission HDIC re: prior planning efforts
 - Coordination with Mass Highway - review and response to proposals
- Mill Creek Bridge Crossing
 - Plan to re-consider options for proposed crossing alternatives
 - Confirm property ownership at Old Salt – wedge shaped piece of land?
- Youth based activities
 - Provide active recreation opportunities -- informal and integrated climbing stones with possible boat feature incorporated.
 - Bicycle riding

Water Oriented Elements of Design (HDC):

- Boat ramp – parking Improvements for additional trailers
 - 31 Trailer spaces existing per Nick Amdur's on site inventory
 - Re-striping of lot as a requirement
 - A near term phased improvement (3 – 5 yrs)
 - Consider angle and slope of proposed ramp
 - Requirement for new groin to limit silting at ramp
 - Add float along boat ramp similar to Weymouth for increased usability
 - Overflow parking of trailers at bathing beach lot
 - Coordinate information with Dep. Harbormaster – Ken Corson – floating office?
- Retain parking for kayaking at Boat Ramp parking lot
- Confirm availability of State funding for boat ramp
 - DCR, CZM?
- Town Pier - Additional boat slips as desirable and should be shown on master plan as a 'place-holder' for future water based decision making
 - Location, number and justification TBD
 - Issue of Town operated marina vs. private to be considered
 - Density of additional boat slips a concern to HDC
 - Existing mooring field cannot be expanded without re-orientation study

Schedule:

- MMA to receive Vine Associates survey late November 2006
- Town meeting CPC proposal submittal due on Monday, Dec. 4th, 2006
- Draft plan review at December HDC meeting
- 75% Draft plan review at January HDC meeting
- CPC review of 75% draft report late January 2007
- Town information coordination and review by:
 - Conservation Commission
 - Public Safety – (access at Steamboat Wharf req.?)
 - Mass Highway
 - Historic Commission – Bruce Rabofo
 - Veteran's Associations
 - Bathing Beach
 - Selectmen – John Riley
 - Utilities
- Report of review comments at February HDC meeting – Finalize report:
- Master plan and illustrative presentation boards to be completed by mid-March 2007
- Funding title of project "survey and master plan for a harbor way"



Memorandum

Master Plan for Hingham Harbor

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee
From: Marc Mazzarelli
Re: Harbor Development Committee Meeting – Wednesday, December 13, 2006

The following is a summary of my notes from the comments and suggestions heard from the Wednesday evening 12/13/06 Harbor Development Committee meeting at Town Hall:

1st Draft Plan Review:

- Plan to show Town dock expansion and future expectations
- Eliminate the two end pavilions shown at proposed beach boardwalk.
- Architecture of pavilions to be compatible with Lincoln Sailing Center
- Plan to differentiate between private and public owned buildings (color-coding)
- Plan to differentiate between existing walks and proposed walks/improvements

Harbormaster's Office Location Alternatives:

- Old Salt location as preferred. First choice.
- Boat launch ramp location/small beach adjacent to Iron Horse Park. Second choice.
- Town Pier at Iron Horse Park. Site of temporary office. Third choice.

The Grove:

- Geese problem – address with signage re: no feeding

Bathing Beach:

- Coordinate Beach info from Harbormaster

Boat Ramp:

- Study of ramp recommends no change in 10 years
- Existing ramp not deemed in poor enough condition for replacement
- Proposed groin is difficult to permit
- Re-Orientation of proposed ramp

Iron Horse Park:

- Remove chain link fence
- Provide additional seating opportunities
- Provide uniformity in all proposed site furnishings

Town Pier:

- Reconfigured parking plans – by Vine Associates – Master Plan to use if available
- Near term plan – reconfigure the parking to Iron Horse Park side
- Long term plan – reconfigure Town Pier area to provide optimum vehicular/pedestrian access.
- Surveillance cameras

Whitney Wharf Bridge Connection:

- Master plan report to present the different options (three total)
- Report to investigate the Mass Highway study of the Mill Creek bridge crossing prepared as part of the Greenbush Line project.



Old Salt Property Potential Uses:

- Harbormaster's office
- Marina operations office – Commercial operation
- Public restrooms
- Information / Interpretive use
- Snack Bar location

Veteran's Park:

- Seawall problems – Seawall Study report interface
- Investigate Veteran's intentions

Gas Station Property:

- If Town owned, property would provide a TBD public facility of some sort.
- Location is an attractive alternative for Harbormaster's facility
- Passive recreation - sailing

Hastings Wharf:

- Town planning board has info re: proposed boardwalk. Master plan to interface boardwalk info from Katie Lacy, Town Planner.



Memorandum

Master Plan for Hingham Harbor

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee

From: Marc Mazzarelli

Re: Harbor Development Committee Meeting – Wednesday, January 10th, 2007

The following is a summary of my notes from the comments and suggestions heard from the Wednesday evening 1/10/07 Harbor Development Committee meeting at Town Hall – East Hearing Room on the Third Floor:

Priorities of Master Plan

- Old Salt acquisition
- Harbor accessway along bathing beach

Old Salt Notes

- "Keystone" property along harbor
- Reuse as a town run facility
- Town control of Old Salt property will allow for pedestrian access and eliminate need for legal easements
- Parking ratio for present day Old Salt operator at issue.
- Understanding the legal easements at property as important for future planning efforts.

2nd Draft – Master Plan Review:

- Harbormaster's facility perhaps to include a public safety sub-station
- Removal of fence at Iron Horse Park a safety concern for children
- Improvements suggested at Town Pier to include access for marina boom truck.
- Study feasibility of future commercial property acquisitions
- Boardwalk at rear of Mobil station questionable due to ownership and access rights.



Marc Mazzarelli Associates
Landscape Architecture and Planning

Memorandum

Master Plan for Hingham Harbor

To: Town of Hingham
Community Preservation Committee
Harbor Development Committee

From: Marc Mazzarelli

Re: Harbor Development Committee Meeting – Wednesday, March 14th, 2007

The following is a summary of my notes from the comments and suggestions heard from the Wednesday evening 3/14/07 Harbor Development Committee meeting at Town Hall:

Master Plan Report Update

- Report and plans 80% complete
- Report to expand and clarify text on recommended priorities, precedents and visionary ideas in the Summary section.
- Perspective renderings to be completed by March 23rd.
- Copies of 80% report sent to team planner David Everett for refinements.
- Copies of 80% reports to be sent to sub-committee members Sturt and Nick for final committee review.
- Visionary ideas from Stu Dawson meeting discussed (iconic element along harbor).
- Geese dropping mitigation and need for public restrooms mentioned again as universally agreed upon requirements for harbor front improvements.
- Plan graphics to correct spelling error (Hingham on title block) and existing boat slip configuration at Hastings Wharf.
- Report to have provisional text that allows for partial beach pedestrian access that does not include the Trustees of the Bathing Beach (summary section).
- HDC to investigate option of presenting the Master Plan and Renderings at Town Meeting – April 23rd through April 25th.
- Proposed deliverable of final master plan – Weds. April 11th.
- Master plan report to be forwarded to John Riley – Selectman for review prior to posting on Town website.